

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY	Poland	REPORT NO.	[REDACTED]
SUBJECT	Pafawag Railroad Car Factory and M-5 Electrical Machinery Factory in Wroclaw	DATE DISTR.	8 June 1954
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THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

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1. The Pafawag factory on ulica Psztrowskiego in Wroclaw (Breslau) (N 51-06, E 17-02), (formerly the Linke-Hoffmann Werke), is producing railroad locomotives and railroad cars. This factory has been divided into two parts, one part which is called Pafawag and the other part which is called the Feliks Dzierzynski Lower Silesian Production Establishment for Electric Machines (Dolno-Slaskie Zaklady Wytworcze Maszyn Elektrycznych imienia Feliksa Dzierzynskiego), code name M-5; the letter M indicates a factory producing machines. The division has been made in such a manner that there is no passage from one factory to the other. M-5 in turn is divided into two parts, namely, one part which produces "steel trunks" (housings) for all electrical constructions, and the other part which supplies the necessary "elements" (parts) for the "steel trunks".
 2. The M-5 factory works on three shifts and employs over 2,100 people. It is not operating at full capacity, however, because it lacks new machines; these machines will probably be brought in from the East German factory Sachsenwerke Licht & Kraft A.G. (Light and Power Co.) in Dresden. Informant estimates that the factory will employ at least 3,000 people when the necessary machines have been installed. Furthermore, if and when the destroyed buildings of this factory are reconstructed and equipped with machinery, it should employ a labor force of over 6,000 people. The factory is surrounded by a wall and wire fence which have two entrances guarded by industrial guards.
 3. The M-5 factory completed its first electric locomotive, called El-110, last summer (1953), and to date it has produced 14 locomotives, although some of them have not yet been put into service. These locomotives are capable of normal running speeds ("practical speeds") of 140 kilometers an hour when drawing a train composed of 3-4 passenger cars, although the locomotives in service between Warsaw-Lodz usually run at only 110 kilometers per hour. The M-5 factory also produces "radio-electrical" tools and equipment for tanks which have been manufactured in a new factory located in Lukaszewice (about 18 kilometers from Wroclaw).¹

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4. The M-5 factory is one of five similar factories in Silesia which together form a combine with a common management in Wroclaw. The M-5 factory is the top or first factory in this combine since it completes the machines received from the other factories. The names of the other factories in this combine are unknown to Informant, but he noted that one of them is located in Nysa (N 50-30, E 17-20) and one in Raciborz (Ratibor) (N 50-05, E 18-12).
5. The M-5 factory also produces slow-turning asynchronous motors (Silniki Wolno-Obrotowe Asynchroniczne) from parts which are delivered to it from the previously mentioned factories. These motors have a power of 1,600 kilowatts and weigh about 40 tons. It has been officially announced that these motors are destined for the wood industry. The first completed motor was sent to Zeran, near Warsaw, in February 1954, where a large factory is under construction for the wood industry, and a third motor was in the process of completion in the latter part of February. The M-5 factory employs some well-known engineers, namely: Antoni Wdziekonski, Lucjan Kurzawski, Marcel Niklewski and Stefan Wojda. The director of the construction bureau is an engineer by the name of Pawel Gromki.
6. The railroad branch line which connects the M-5 factory with the main Wroclaw railroad station is on the street level. An iron viaduct for pedestrians has been constructed over the railroad line.

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[REDACTED] Comment: Lukaszewice may be identical with Laskowice (N 51-02, E 17-21).

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